WHAT THE SOUTH IS DOING

REMARKABLE PROGRESS IN THE EX-TENSION OF RAILROADS.

Opening Un New and Valuable Country-Reaching and Working Great Mineral Centers-Booming Business Enterprises and Giving Every Prod-

[Correspondence of the NATIONAL REPUBLICAN. CHARLESTON, S. C., Dec. 10 .- "If you wish to know what the south is doing go there and use your own eyes. Such the emphatic advice I received three months ago from an old friend to whom I applied for information. The point was well taken.
I started south, and after a week in
Richmond and Norfolk, went into
North Carolina, visited all its chief centers of population and industry, and then crossed over into South Carolina, where I have been putting in my time most pleasantly, and appreciating more and more daily the wis-

Com of my old friend's counsel.

North Carolina is a great state, both in area and national resources. The push and energy everywhere encountered surprised

sres and national resources. The push and energy everywhere encountered surprised me. "Is it possible that this is the North Carolina that has for years been enerticity called slow!" I saked myself continually, certifully the new school and church buildings, the large factories and mills, with pretty villages growing up around them, the batks, warehouses, and stores one sees, are evidences, not of old fogyism, but of that healthy conservatism embodied in. Crocket's motto, "Be sure you're right, then go shead." That is what the people of North Carolina are doing. Within ten years they have discovered the coormous value of their forests, their mines, and their fisheries, and like the rensible people they are—they are turning them to good account.

It must be eaid, however, that the active development of this day in all industrial lines could not have been, but for the railroads, the Wilminston and Welden, the Seaboard Air Line, the Richmond and Danville, and thee Western North Carolina, reaching over into the mountains. These and the many small roads that ast as feeders to them have opened up, within a few years, regions rich in natural resources that but for them would have continued to be unimproved solitudes. While this progress has been made in many parts of the Piedmont and mountain county on the Tennersee border, a vast body of rich magnetic ora of more impertance to the industries of the United States than has yet been discovered in any other area of equal extent on this continuent. The product of this ore bears' the trade-name of Cranberry iron. So valuable is this iron for steel making and for other purposes, that a narrow gauge railroad thirty, five miles long was built to one of the mines, from which it carries 150 tons daily.

other nurposes, that a narrow gauge railroad thirty-five miles long was built to one of the mines, from which it carries 150 tons daily.

The actual demand at this time for that ore would consume a daily output of 5,000 tons.

In Virginia, but seventy miles north of this ore-bed, the marvelous coal measures commence that extend to the Obio river. When a railroad connecting these coal and ore deposits shall traverse North Carolina, manufacturing will increase in that state with unexampled rapidity. Mayor Johnson, of Charlotte, and several leading manufacturers there, told me that the present business was but a small fraction of what it would be when the Charleston, Cincinnati and Chicago railroad had finished its line from Ashland, Ky, to Marion, on the Western North Carolina road, or to some more southerly connection.

In Wilmington the merchants are rejoicing because the C., C. and C. will lay down coal at their wharves at a price that will make their city a coaling station for European and coasting steamers. They expect also that by bringing poplar, white oak, cherry, wainut, and hickory logs and lumber in great quantities it will double their already extensive business. Equally great expectations are entertained by business men in Raleigh, Asheville, and other interior cities, who watch the progress of the C., C. and C. road with profound interest.

Probably no enterprise of like magnitude was ever prosecuted with so little flourish of trumpets or so little public talk. When operations were begun in North and South Carolina much curiosity was awakened, but the management was recient. Surveys were made between Rutherfordton, in the former, and Black's, a station on the A. and C. air line, in this state. Grading was done and track laying begun before the general public learned that the road-bed just completed was the first link of a system that would connect Charleston narbor with the head of low water navigation on the Ohlo river at Ashland, Ky. Whon they realized that its router an through the ore banks and

banks and coal measures, already named, they became enthusiatic, for this road would furnish what they much needed, but would furnish what they much needed, but had never been able to get, cheap coal and from. Forty-five miles of this road will be completed by the lat of January. I examined the section from Shelby southward, over which trains are running. I doubt whether any road was over built at the south equal to this. Steel rails of 60½ pounds are used, and will be on the entire line. The road-bed is excellently surfaced and, except for the freshness of the ties and spikes, works as though it had been built for years. Another section will be completed by the lat of April, 1887, which will make a total of 105 miles equipped and in operation.

The Massachusetts and Southern Construction Company, which is building this road, has pursued a financial policy unparalleled in the history of such undertakings, for it has carried on its work without calling upon the public for assistance. Every dollar it has expended has been furnished by inside parties. This unusual policy has attracted the attention of capitalists. Agents of several foreign syndicates have been obtaining information about the resources of the country the road is to traverse, preliminary to negotiations for securing the whole issue of the company's bords.

I have no knowledge of the intentions of

bords.

I have no knowledge of the intentions of the Massachusetts and Southern Construction Company, but I am certain that no enterprise was ever pushed forward more energetically or independently or with so little newspaper flourish. The knowledge of the railroad they are building has gone abroad and is attracting investors to the of the rallroad they are building has gone abroad and is attracting investors to the country. I have met numbers of northern capitalists, and have heard of others who have hurried to the coal and iron counties to secure mineral properties before prices go up because of the progress of the graders. The Massachusetts and Southern Construction Company has recently purchased, for something more than a million of dollars, the Chatteryl rallroad. This road was built several years ago from Ashland, Ky., southward through the Big Sandy valley into the coal fields. By this purchase the construction company has secured the construction company has secured a fine terminal site, has reduced by at least a year the time for the completion of its enterprise, and has come into possession of

a year the time for the completion of the enterprise, and has come into possession of a property that is already making handsome earnings, and that will, when a ten mile extension is completed, receive enormous additions to its business.

The Charleston, Ciucinnati and Chicago Railroad has a business awaiting its completion that will amount to more than any southern railroad has ever eujoyed, and as each section is finished its earnings from the local freight will cover its proportion of all expenses and charges of every kind, besides adding largely to the business and carnings of the remainder of the line, it will traverse a country rich in coal, iron ores, marble, kaolin, soapstone, mica, asbestos, andfother minerals, and crowned with the linest forests of hard woods in the United States. Coking, steam, and cannel coals abound in Virginia and Keutucky, which will be in request from numberless customers, south as well as north of the mines.

When once built, this road can never

beds of Mitchell and the blast furnaces of Hanging Rock, it will be but part of the great volume flowing over this line between the Obto river and Charleston. The shipments northward of sugar, molasses, rice, tobacco, cotten, and naval stores, and the hundreds of thousands of tons of fertilizers, will eggregate a toinage filling many trains daily, which will return laden with breadstuffs, hog products and the long list of manufactured goods the south Atlantic states buy to Ohlo, Indiana, and Illinois. I should have said, in its proper connection, that South Carolina will be a large coal customer for this road. At Black's station, on the Atlantic and Charlotte sir line (and the point at which that road and the C. C. and C. Intersect) are the old Cherotree furnaces on Broad river, in which immensa ounstities of charcoal fron have been made. The forests were destroyed for miles sround to supply them with coal, and they are now fole for want of fast, on the property are large deposits of magnetics.

The forests were destroyed for miles secund to supply them with coal, and they are now fole for want of fuel. On this property are large deposits of magnetic ores and manganese, which in 1883 were declared by a commission of government experts to be among the fuest in the United States. This valuable property has recently changed owners; the new proprietors have taken it with the expectation of resuming work as soon as this railroad can supply them with Virginia coke. These furnaces, the gas companies, and manufacturers of Scuth Carolina will be coal customers for the road, which will itself establish a large coaling station at Georgetown on Winyaw bay, where it has fine terminal facilities with the necessary sidings and buildings.

The C. C. and C., or as the boys already call it—the See-Saw road—by intersecting every trunk line east of the Cumberland mountains, will compet those roads and itself terminal saa ports to compete for the freights it will bring from the Ohio valley. It is no wonder that the business men of both the Carolinas manifests their interest in this raitroad, or that they are giving to the construction company their warm sympathy and hearty co-operation—puttling them in the practical form of subscriptions to the capital stock of the railroad company to the amount already of one and a baif million dollars. They have done this of their own motion, believing that within three years this road will give them business connections far more extensive and valuable than what they have had, will carry to them at eatisfactory raics the raw materials for their industries, and will enable the manufacturers of the Ohio valley and the northwest to compete with their eastern rivals for the rade of those great states on more equal terms than they have ever his.

Charleaton's merchants, whose true company is not be larged to greater advantage than during the earthquake calamittes, are looking forward to the compilation of the road between the three cities as will enhance very greatly the presperity of all.

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LE DROIT FENCE TROUBLE. Col. Ludlew Complimented For His

Action On the Matter. Recently attacks were made on Commissioner Ludlow's purpose in visiting certain residents of Le Droit Park relative to the fence trouble. In answer to these attacks, several gentlemen wrote that they were present at the interview spoken of, and indersed Col. Ludlow in the views be and indorsed Col. Ludlow in the views he expressed. Yesterday Col. Ludlow received a letter from Gen. Birney relative to the matter, and filled with expressions of commendation to the commissioner. Appended to the letter was a card, on which were commendatory remarks of Col. Ludlow, and signed Benj. Butterworth, Howard L. Prince, and Henry Garnett. Col. Ludlow replied to the letter as follows: Ludiow replied to the letter as follows:

I beg to thank you and the other gentlemen whose names are appended to the communication accompanying your note of yesterday, and to express my sincer appreciation of their unsolicited action. If, in similar cases, gentlemen of responsibility having personal knowledge of the actual facts would take similar section the endurance of unfounded and malicious aspersions in connection with the work of public administration might in time ceases constitute what now appears to be one of the subjective functions of the District commissioners.

What an Autopsy Revealed. Dr. Poweil, of Alexandria, a short time sgo made an autopsy upon Captain H. H. Service, to ascertain in regard to a H. Service, to ascertain in regard to a wound he received at the "crater" near Petersburg, Va. Captain Service had for years believed that the ball was in his head, but the autopsy disclosed the fact that the ball did not enter his head, and that the main injury was caused by shock, from the results of which he suffered until his death, which took place a few weeks ago

SPORTING ITEMS.

Frank S. Flint, base ball catcher, has signed

The Royal Thames Yacht Club announce hat an ocean yacht race for 1,000 guineas will be held during the coming season to celebrate he queen's jubilee.

The six days' bleyele race, twenty-four hours a day, now being ridden in Minneapolis, Minn., is showing some remarkable work. Up to 10 o'clock yesterday morning (the one bundred and sixth hour) W. J. Morgan hat soored 1.049 miles six laps; Albert Schook, 1.049, and Mille Louis Armaindo 916 miles and fee, lans.

President Spaiding, of the Chicago Base Ball Club, says: "The Chicagos and the St. Louis Browns have agreed to play the first of their games for the world's championship on April 7, 8, and 9 at St. Louis; will probably play a game at Cheinnatl and Louisville after the St. Louis contests and leave the deciding games until October."

until October."

John L, Sullivan cleaned up everything at Butte City Monday night. Cornish, the miner, who has been training for a month past to meet the champion, bragging he would break Sullivan up according to the Cornish style, falled to appear. For want of better material, Sullivan nearly killed Stove Taylor. He covered himself with glory and cleared \$2,000 the first night.

night.

At 245 yesterday afternoon Morgan, the bicyclist, who is in the six-day bicycle contest at Minneapolis, became violently sick, and was forced to leave the track. His trainer at once took him in hand, and it was expected be could return in a tew minutes. He had scored 1,102 miles when taken sick. It was 3:50 when he again mounted the wheel, and in the meantime Shock had gained a lead of over eight miles.

Press discatcles from Pittsburg exsterday.

over eight miles.

Press dispatches from Pittsburg yesterday stated that "the policy players in this city were jubilant yesterday and the pelicy dealers very despendent in consequence of the fact that the number "411-44," commonly known as 'commonly state in the state of the fortunate ones stated that the numbers came out yesterday for the first time in two years and nine months, but that somebody had played them overy day since that time."

played them overy day since that time."

Eight hundred people smoked cigars and swore in a cold room at 8t. Paul, Mian. Thursday night, in anticipation of a lively eight-round context between Billy Bradbarn, of Chicago, and Pat Killen, of St. Paul. At a little before 10 o'clock "Cabbage" Ryan, of Chicago, came on the stage and said that as the two men bad expected a \$5.000 house, and, as there was but \$6.00 gate-money. Mr. Braiburn did not propose to risk his reputation. Mr. Killen, also, refused to go into an eight-round existe. The crowd grew angry and yelled for the principals, some making threats of traring up the stage, and indulging in a free-for-ail. The racket became so lively that the two men went on the stage and sparred averounds of a minute and a half each, in which Killen closed one of Brathurn's cyes, and bannaered him pretty severely. The gate money was divided, half and half.

Eicherd Roche, of St. Louis, has published a

asbestos, and/other minerals, and crowned with the finast forests of hard woods in the United States. Coking, steam, and cannel coals abound in Virginia and Kentucky, which will be in request from numberless customers, south as well as north of the mines.

When once built, this road can never have a rival, for, in the country through which it is to pass, nature has left room for but one railroad. Ashlund will be but 145 miles from Cincinnat when the South Shore road of the Huntington system is completed. It is the center of Hanging Rock iron district, whose blast furnaces will consume annually nearly two million tons of the Bessener ore of North Carolina, all of which must be carried 250 miles over this road. This is equivalent to a freight business of more than \$3,000,000 per year for the single item of fron ore. Add to this coal, murble, and timber freighths, and the total carnings of the two-track road that will be needed to do the business between the free miles of \$1,000 with the (higher Democrat. E.c.) and the proposed of \$1,000 with the (higher Democrat. E.c.) and the proposed of \$1,000 with the (higher Democrat. E.c.) and the proposed of \$1,000 with the (higher Democrat. E.c.) and the collection of \$1,000 with the (higher Democrat. E.c.) and the collection of \$1,000 with the (higher Democrat. E.c.) and the collection of \$1,000 with the (higher Democrat. E.c.) and the collection of \$1,000 with the (higher Democrat. E.c.) and the collection of \$1,000 with the (higher Democrat. E.c.) and the collection of \$1,000 with the (higher Democrat. E.c.) and the collection of \$1,000 with the (higher Democrat. E.c.) and the collection of \$1,000 with the (higher Democrat. E.c.) and the collection of \$1,000 with the (higher Democrat. E.c.) and the collection of \$1,000 with the (higher Democrat. E.c.) and the collection of \$1,000 with the (higher Democrat. E.c.) and the collection of \$1,000 with the (higher Democrat. E.c.) and the collection of \$1,000 with the (higher Democrat. E.c.) and the collection of \$1,000 with th

EASTERN SCENES. Constantinople - The Sultan at the

Mosque. [Special Cor. of NATIONAL REPUBLICAN.]
CONSTANTINGUES, Dec. 6.—After an early cavass as an escort, and drove to the Yel-dize palace to see the sultan go to mosque. Our cavass secured us seats in the visitors' room of the corps de guarde within the palace grounds, and near the main gateway. These grounds are quite extensive, and most beautifully ornamented. The broadstreets leading to them from Pers are well shaded, and great care is taken that there he no slippery or otherwise dangerous places on the highways over which the suitan must ride, for 'ongs on a time' a sultan was thrown and slightly injured by his horse stumbling on a wet and slippery pavement—then decres went forth that all those paving stones be removed, and the streets kept well sanded henceforth and forever! This palace of Yeidize is smaller and less imposing than many of those netting close to the shores of the Bosphorus, but it is said to be much more houselike, and is the favorite home of the present suitan. Certainly its commanding situation and charming surroundings leaves little to be desired if one's happiness comes from without. The mosque of Humidvik, near the imperial residence, is a beautiful feature in the landscape, with its graceful minarciand elaborate ornamontation and gliding.

While waiting for the strival of the suitant was interesting to observe the Musselmen, who had aiready overflowed the morque at their devotions. Mats had been spread in front of the main entrance, and "the faithful," after first removing their shoes and donning slippers, all set their faces toward Merces and kept time to the monotone chanting of the Koran by prontaing themselves to the ground, then long owe of them slowly rising as if imbued with one Impulse, one spirit. I can compared the tenselves to the ground, then long owe of them slowly rising as if imbued with one Impulse, one spirit. I can compare this perfect urision of motion to nothing but the rising and falling of great ocean swells.

We also observed a band of laborers, with watering carts and londs of sand, assidually togodo soldiers, comprising several infantry battalions, many marines, and squadrons of well-mounted cavalry, kept the way along the whole line of passage for their sovereign. When room of the corps de guarde within the place grounds, and near the main gateway.

sovereign. When at length he appeared in sight, the soldiers all saluted, and a great cry of "Allah!" went up from the vast mulitude who had come to witness the pageant.

The sultan was accompanied by their excellencies Osman and Nasnyk Pasha. Before he alighted the prancing steeds that brought them were detached from the carriage, as were also the horses that conveyed the sultanna and her attendants. The latter remained in seclusion of their closed carriages while the devotional services were in progress. The sultan and numerous attendants walked up the carpeted steps of the mesque. Our position, in a large upper window, gave us a good view of his person. He appears a little above medium height, rather stout, and has a fine, intelligent face. As soon as he had entered the mosque a snow white steed with richly gilded and embroidered housings, also pheaton tastily ornamented to which were attached two of his favorite Arabian horses with harness heavily mounted with gold, were added to the carriage already in waiting. It is never to be known how long the sultan will remain absorbed in his devotions nor what whim or fancy will take possession of his mind when they are ended; all his movements must be shrouded in mystery, since he lives in constant foar of assassination. No mortal must know in what convayance he will appear in public. He remained about thirty minutes at his devotion, then stood in the vestibule of the mosque attended by a numerous guard, while the whole 5,000 passed in review, keeping excellent time to the music of their bands.

The soldiers nearly all appear to be under the medium height, and are of every shade of color, from the blue-eyed Slav to the darkest Etheopian. They are also a hardy looking set of men, and present a rather imposing appearance when on parade. Their dress is somewhat varied, though the marteling was very rapid. When the sultan emerged from the mosque time with the muscling was very replated to keep perfect time with the muscle of their band, and appeared to be well drilled.

frantic cries of hundreds of veiled women who held aloft petitions written on paper of every bright shade of color, which the sultan's attendants carefully collected and gave into his hands. I am told he gives personal attention to all these petitions, as it is the only opportunity granted these poor women to approach the throne. The persistence of the professional beggars as they thronged around the sultanna's carriage as she drives away would have been amusing if it had been less pitiful. When at length an attendant began to distribute the purse she gave him, it seemed there was length an attendant began to distribute the purse she gave him, it seemed there was danger of his being torn limb from limb, so eager was each wretch for a share of the bounty. These scenes are enacted, over and over every one of the fifty-two weeks of the year, no doubt. As we entered our carriage to drive away, a young gentleman fresh from free America remarked to me, "this is the most remarkable pageant I ever witnessed." I, with a heart swelling with pride, replied, "I am thankful that such can never be witnessed in our favored

BEAUTIFUL WOMEN IN MUFFS. the Mull More Than Three Hundred Years Old.

can never be witnessed in our favored land." I. A. Y.

[Philadelphia Connoisseur.]
The first appearance of the muff dates back to the sixteenth century. In the in-Nicolai we read, "Item: one velvet muff lined with sable." At Venice we find a race of the must toward the end of the fifteenth century. Celebrated court ladies and women of noble birth carried them. The most celebrated and charming picture n which a muff is shown is that exquisite painting by Sir Joshua Reynolds, entitled 'The Young Girl With a Muff," which forms a part of the fine collection of the Marquis of Hertford. Nothing could be more delicate than this work. The young English girl seams to be rather passing across the canvas than fixed upon it, so wooderful is the skill with which the artist has depleted the walking motion, the body inclined a little forward and the head to one add. This women's bust cut off at the

has depicted the walking motion, the body inclined a little forward and the head to one side. This woman's bust, cut off at the mult, is so line and fresh in tone, so radiantly original in design, that it would suffice slone to establish the immortal renown of Reynolds, for into this work the artist has put the quintessence of womanitness, the ideal of the most exquisite English loveliness, and has rendered it a memorable type of chilly beauty.

Neither must we pass over the portrait of Mrs. Siddons, in the charm of her 20th year, painted by Gairaborough in 1784. This picture, exhibited at Manchester in 1837, is now in the National Gallery. This charming lady, clad in a light blue and white striped dress, with a buff shawl half falling from her shoulders, wears a large, black felt but, trimmed with feathers (one of those hats which have done more toward vulgarization of Gainsborough's renown than all his studies and portraits). Mrs. Siddons is seated, holding on her knee, in her left hand, a comfortable mulf of fox or Siberian squirrel, caressing the for with her right hand, as if to show off the beauty and squirrel, caressing the for with her right hand, as if to show off the beauty and whiteness of her lapering fingers. This is the masterpiece of a master who has, it is but just to remark, the most beautiful face is the world to next as

Run Away and Smashed a Hack. A pair of horses attached to Sinshelmer Munroe's heck while passing along Sixth street, and when near Virginia avenue, near 4 o'clock yesterday afternoon, became frightened and ran away. Mombers of No. 3 engine company caught the team. The back was badly damaged.

ANNIE'S AND WILLIE'S PRAYER.

BY "A PROVIDENCE LADY." Twasthe eve before Christens; "Good night" had been said.
And Annie and Willie had crust into bed:
There were tears on their pillows and tours in their eyes.
And each little bosom was heavy with sighs—for to-night their stern father's command had been given.
That they should retire precisely at seven.
Inst and of eight i for they tracibled him more With questions unbeard of than ever before:
He i ad told them he thought this delusion a sigh. sin, No such being as "Banta Claus" ever had been, Aud he beped, after this, he should never more hear. How he crambled down chimners with presone cach year.

And this was the reason that two little heads.

So restlessly tossed on their sect, downy beds

Eight, time, and the clock on the steepin toller. And whispered, "Dear Annie, is you fast "Why, to, brother Willie," a sweet valce ra-

T've tried it in vain, but I can't shut my eves And Cod would bear everything mamma would And perhaps she asked him to send Santa With the sachs full of presents he brought every year."
"Well, why tan't we pay, dust as mamma did then, And ask Rim to send him with presents aden?" "I've been thinking so, too." And without a word more
Four little bare feet bounded out on the floor,
And four little knees the soft earnet pressed,
And two tiny hands were classed close to each

"Now, Willie, you know we must firmly be Ilove
That the presents we ask for we're sure to receive. You must wait just an still till I say the And by that you will know that your turn ha And by that you will also my brother and me, come then."
Dear Jesus, look down on my brother and me, and grant us a favor we are asking of Thee.
I went a wax dolly, a ten set and ring.
And an ebony work-box that shuts with a

and an econy work-box that shuts with spring.
Bless papa, dear Jeaus, and cause him to see That Santa Claus loves us for better than he. Jeon't let him get freeful and angry again at dear trather Williams Anna. Amen't "Picase Peaus, 'et Santa Taus tum down to night, night.

And bring us some presents before it is light.
I want he should div me a nice little sed.

With bright, shiny runners, and all painted

A box full of tandy, a book and a toy,
A box full of tandy, a book and a toy,
Amen, and then, beaus, I'll be a dood boy,"
Their prayers being ended, they raised up their
heads, bearts light and cheerful again
sought their beds;
They were soon lost in slumber, both peaceful
and deep
And with fairles in Dreamland were roaming
in siers. in sleep.
Eight, nine, and the little French clock has struck ten.
Ere the father had thought of his children again; He seems now to hear Annie's hatf-suppressed And to s ths, see the big tears stand in Willie's blue "I was harsh with my darlings," he mentally "And should not have sent them so early to bed: But then I was troubled-my feelings found For bank stock to-day has gone down ten pe But of course they've forgot their troubles ere And that I denied them the thrice asked-for But just to make sure, I'll steal up to their

So saying he softly escended the stairs, And arrived at the door to hear both of their prayers. His Annio's "bless papa," draws forth the big And Willie's grave promise falls sweet on his "Strange, strange I'd forgotten," said he with "How I longed, when a child, for to have Christmas draw nigh."
"I'll atone for my harshness," he inwardly said, "By answering their prayers ere I sleep in my bed." Then he turned to the stairs and softly went down, Throw off velvet slippers and silk dressing-Donned hat, cost, and boots, and was out in A millionaire facing the cold, driving sleet.
Nor stopped he until he had bought every-thing.
From the box full of candy to the tiny gold

For I pever spoke harsh to my darlings be-

ring; Indeed, he kept adding so much to his store. That the various presents outnumbered a score. Then homeward he turned with his holiday And with Aunt Mary's aid in the nursery 'twas And with Aunt Mary's aid in the nursery 'twas stowed:
Miss bolly was seated beneath a pine tree, By the side of a table sprean out for he't tea:
A work box, well filled, in the center was laid, And on it a ring for which Annie had prayed.
A soldier in uniform stood by a sled,
"With bright shining runners, and all painted red.
There were balls, dogs, and horses, books pleasing to see,
And birds of all colors were perched in the tree:

White Santa Claus, laughing, stood up in the top.
As if setting ready more presents to drop.
And as the fond father the picture surveyed,
He thought for his trouble he had amply been
paid.
And he said to himself, as he brushed off a

"I'm happier to-night than I've been for a I've enjoyed more true pleasure than ever be-What care I if bank stock falls ten per cent, more! Horeafter I'il make it a rule, I believe, To have Santa Ciaus visit us each Christmas so thinking, he gently extinguished the light, And tripped down the stairs to retire for the night. As soon as the beams of the bright morning

Put the darkness to flight, and the stars one by

one. Four little blue eyes out of sleep opened wide, And at the same moment the presents espled. Then out of their beds they sprang with a And the very gifts prayed for were all of them found.

They laughed and they cried in their innocent glee.

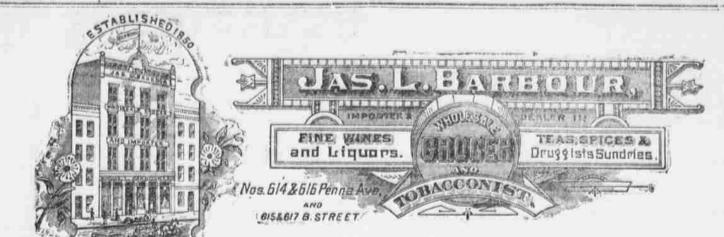
And shouled for "papa" to come quick and What presents old Santa Claus brought in the night.
(Just the things that they wanted) and left be-"And now," added Annie, in a voice soft and "You'll believe there's a Santa Claus, papa, I While dear little Wille climbed up on his knee. Determined no secret between them should be And told, in soft whispers, how Aunie had That their dear, blessed mamma, so long ago dead, Used to kneel down and pray by the side of her chair, And that God up in heaven had answered her "Then we dot up and payed dust as well as we And Dod answered our prayers, now wasn't "I should say that He was, if He sent you all And these, Just what presents my children would please.
(Well, well, let him think so, the dear little "Twould be cruel to tell him I did it mysolf.") Blind father: who cau-ed your stern heart to

reignt?
And the hasty word spoken so soon to repent!
Twas the Being who bade you steal softly up And made you his agent to answer their prayers. -Boston Econing Technocript. Why We Have Vertigo.

[Youth's Companion.] Vertigo is from a Latin word that mean to turn. It denotes an allment characterized by a sudden feeling of dizziness, and at times by actual falling. Sometimes surrounding objects seem to the person attacked to whirl round, or the floor (or ground) to rise up. The fact that vertigo is often one of the earlier symptoms of apoplexy frequently fills the person with terror, lest the deadly disease may be impending. But in the majority of cases it has no such significance, not even as indicating a tendency.

To most persons, standing or walking seems a simple thing. On the concurrent action of different nervous centers. A disturbance of their harmonious co-operation at once throws us off our balance, producing the sensations above indicated. One form of vertigo—a very persistent form—is due to fritation of certain nerves within the immost chamber of the to turn. It denotes an allment character

sistent form—is due to trittation of certain nerves within the inmost chamber of the ear, the so called labyrinth. This was what Dean Swift suffered from so long, and, to the physicians of his day, so unaccountably, One of its symptoms is partial deafness. This distinguishes it from all other forms. Another form connects itself mainly with



WHOLESALE AGENTS FOR HOLMES'S LEAVENED BUCKWHEAT AND BROWN

FOULD'S WHEAT GERM MEAL, CORALLINE, CLEVELAND'S NEW PROCESS SPLIT PEAS.

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the eye. Of this icindize the feeling of giddiness which some people have when, being on a train at rest, another train slowly passing deceives them into the idea that it is their own train which has begun to move. The giddiness, occurs at the moment when the false and true sensations become confused together.

The glddness occurs at the moment when the false and true sensations become confused together.

In the case of the nearsighted, the internal muscles of the eye often being unduly strained in their effort to converge the eye sufficiently for the sight of near objects, suddenly give way, when the eveballs turn out and fetters run into each other. This is accomplished by a feeling of giddness, easuche, bendsche, and sometimes nausen. A third form connects liself with some slight disorder of the stomach, and occurs most often when the stomach is empty. There is a sudden swimming in the head, objects seem to revolve, and the person totters and perhaps fails.

The fourth form is purely of nervous origin, and is due to hervous exhaustion, it may be caused by intellectual overstrain, long continued anxiety, physical excesses, or the immoderate use of tobacco, alcohol, or tea. Elevated positions may bring on an attack. It rarely results in actual falling, but oftener in the feeling of being about to fail.

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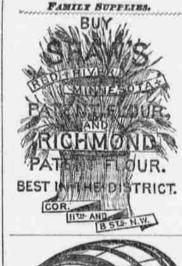
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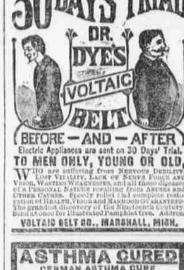
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